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**CENTRAL INTELLIGENCE GROUP**  
**INTELLIGENCE REPORT**

**COUNTRY** Germany/Russian Zone

DATE: 25X1X6

**SUBJECT** Locomotive Situation

**INFO.**

**DIST.** 27 December 1946

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## ORIGIN

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## SUPPLEMENT

"The locomotive situation is unsatisfactory. The number of damaged locomotives has increased. The order to allocate the locomotives to definite locomotive personnel has not been carried out. The reason for this and the offending managements have to be determined. Maj. Gen. Avashinin has threatened heavy penalties for the offenders. The order has to be carried out under all circumstances.

"The exploitation of locomotives is bad. In Thuringia, for instance, sixty-five locomotives only showed a performance of seven to eight kilometers and seventy-two locomotives only nineteen kilometers. A graph has to be prepared for the exploitation of locomotives. In Magdeburg the locomotives suffer considerably from the hardness of the water. One locomotive showed an 8mm layer of deposit after 1,500 km. The water in Magdeburg must be softened chemically or filtered.

"On 15 September 1946 the Director-General of the department dealing with locomotives reported to the president of the Central Administration for Traffic as follows, in connection with General Avashnin's complaints:

"The locomotive situation in the Russian Zone, after six years of war, was very bad. Of the 6,700 locomotives (excluding those for booty trains for the USSR, the so-called "kolonnenloks") a daily average of 4,100 was unserviceable. On the orders of the SBA in May 1946 the locomotives were subdivided into a "serviceable park" and a "damaged park". Locomotives which could not be used until repairs were made by the Reichs Repair Shops (RAW) and the "roundhouses" (Bw) were allocated to the "damaged park". The number of locomotives in the "serviceable park" was 3,207 of which 22.7% were in need of repairs. This group of serviceable locomotives has since increased to 3,646, but, in spite of all possible efforts, 31.2% of these are in need of repairs, so that the actual number of locomotives which can be used has not increased appreciably. The main reason is that the minimum monthly repairs of categories L3 and L4 cannot be fulfilled, owing to the shortage of materials. Furthermore, a large number of locomotives is allowed to run even longer than in war-time without proper or any examination, so that eventually

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repairs are heavier. It must also be added that some of the locomotives coming in for L3 and L4 repairs are requisitioned as "Kolonnenlokomotiven". In addition, 470 steam locomotives have so far been delivered to the "East", and more are continually going, mostly heavy locomotives in good condition. Furthermore, the conversion of electric trains to steam in Central Germany from March 1946 onwards (when 200 electric locomotives were handed to the Soviets) has caused a corresponding drain on available steam locomotives. The demands on existing locomotives have increased in consequence, although against 9,640,000 locomotive kilometers covered in January 1946, the July 1946 performance was 13,900,000 locomotive kilometers, i.e. an increase of 44%.

"The irregular running of locomotives makes repairs very difficult. Special difficulties exist in connection with freight locomotives, the running times of which are incalculable, owing to the conversion of stretches to single track. Time-tables are exceeded by 60-70% and sometimes by 200%."

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